

PUBLIC PARTICIPATION QUESTIONS & STATEMENTS

2 December 2021

I. STATEMENT FROM MR JAMES MILLIDGE [IN ATTENDANCE]

Re: A38

I am making a short statement on behalf of Safe38.

Formed in 2018 Safe38 has been campaigning for a range of measures to be taken to make the A38 fit for purpose for current generations and the many that will follow. As we all know the A38 along with the A30 are both part of the strategic road network which is managed by National Highways and any investment is funded directly by the Department of Transport. Sections of the current A38 in South East Cornwall have a range of major deficiencies with them.

From Saltash to Trerulefoot the road is currently over capacity, severs 2 communities at Tideford and Landrake, Tideford is a Air Quality Management Area due to pollutants caused by traffic, there is a low bridge at Trerulefoot causing the largest vehicles onto the smallest of roads many of which get lost and eventually stuck in St Germans. There is frequent flooding at Notterbridge, long distance traffic and local traffic are caught in conflict of use resulting in many unsafe vehicle movements. Inclines are far in excess of modern design standards for a road of its type and as we all know it has a killed and serious injured rate approximately 3 times the national average. The road is simply not fit for purpose for a road of its type and it prevents economic investment into South East Cornwall and beyond.

In a few years the A38 Liskeard bypass will celebrate 50th years since opening and it will continue to serve Liskeard well no doubt for another 50 years and beyond. We are calling for a similar one-off generational investment in South East Cornwall's infrastructure for the yet to be improved section of the A38 between Saltash and Trerulefoot. Safe38 believe for the myriad of reasons outlined above that a new dual carriageway road to bypass the existing road is the most appropriate solution. A dual carriageway for this section was first planned in the 1990's but sadly cancelled in 1994 just as it was about to go to tender due to government budget cuts following the recession of the early 1990s. A new dual carriageway will leave behind the current A38 to be used as a local access road fit for purpose for local traffic, buses, cyclists, pedestrians and equestrian use giving residents of South East Cornwall a variety of sustainable modes of transport choices while allowing the flow of goods and strategic traffic to continue unhindered on a new road that is fit for purpose. Investment on this scale is not insignificant but we believe that South East Cornwall, Plymouth and the wider South West needs this investment in order to save the most lives and secure livelihoods for generations to come.

Safe38 have been successful in campaigning for short term safety measures to be implemented as soon as possible to try to bring down the KSI rate. We have recently seen some of these delivered including average speed cameras in the Glynn Valley, road surface treatments, significant vegetation clearance to improve sight lines, increased enforcement of the speed limits by the safety camera partnership. There are more planned in the coming 12 months which we very much hope will reduce the collision rate but we know these won't solve the issues and what we need is larger investment as outlined above.

Safe38 were part of the A38 Case for Action delegation that went to Westminster in 2018 on the invite of our MP Sheryll Murrey to ask the then Secretary of State for the A38 to be prioritised for future investment. Our MP along with many County, Town and Parish

Councillors and Officers were pivotal in presenting a compelling case as outlined in the Case for Action. In March 2020 Safe38 were delighted to see that the Saltash to Trerulefoot section had been included as a Road Investment Period 3 (RIS3) pipeline scheme which runs from 2025-30. We were hopeful that this would mean all possible solutions to make this section fit for purpose would be put forward to the general public during the planned public consultation events so the public could have their say on what was needed. Despite the National Highways officers leading on the project saying that a dual carriageway option would be the 'ideal solution' it cannot be included due to how the project has been defined as a safety project. This prohibits National Highways from considering the economic value of such a scheme. It seems therefore that economic investment in the South West and specifically South East Cornwall is not being considered a priority by the Department of Transport and instead a less safe and 'less than ideal solution' will be given to be consulted on in 2022.

We are delighted to see that the Peninsula Regional Transport group are studying key economic corridors within the South West including between Bridgewater and Bodmin. The importance of investment in our infrastructure to drive economic growth and level up opportunities for the residents of the SW is critical. Please can Safe38 ask that the Peninsula regional transport group highlight to the Department of Transport through renewed determination that full economic value of any future major A38 upgrades in Cornwall are taken into consideration rather than being narrowly defined as a safety package as is the case with the current RIS3 pipeline project. A redefinition to include the economic benefits will enable a dual carriageway to be considered by National Highways including all its long-lasting benefits then being put to the public for consultation next year.

Thankyou for your time and consideration of this request.